

25X1A

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6 April 1963

MEMORANDUM FOR THE RECORD

SUBJ: RECENT Flight Test Status: 5 April

1. Aircraft #121 (J-58 engines) made flight #60 on 5 April for a duration of fifty-six minutes with a Lockheed test pilot at the controls. The purpose of the flight was to explore further inlet/propulsion areas. Additional instrumentation was incorporated for this flight. The maximum speed and altitude attained were Mach 2.45 and 64,000 feet. Information on the results of the flight will not be available until instrumentation tapes are processed. The flight was an interesting one in that at one point both engines were shut down by the pilot and relighted at 42,000 feet. During the flight the right hydraulic system malfunctioned. Also, the [] equipment proved unsatisfactory during the flight. The landing was normal with good chute deployment.

2. Aircraft #123 (J-75 engines) made flight #63 on 5 April for a duration of two hours and forty-five minutes. The purpose was to test the inertial navigation gear. The equipment, including auto-navigation mode operation, worked well throughout the flight.

3. Aircraft #124 (trainer) made flight #55 on 5 April for a duration of one hour and ten minutes. This was a training flight for two Agency pilots. One pilot wore the full pressure suit for the first time. Each pilot made dry (no fuel transfer) contacts with a KC-135 tanker during the training exercise. The mission was normal until the completion of the air refueling training phase. At this point the right hydraulic system failed and the aircraft was returned to []. On descent for landing, fuel was dumped. However, the dump valve failed in the open position. During landing, the drag chute failed to deploy. The aircraft rolled to a stop about 3,000 feet on the overrun. In regard to the dump valve failure, Kelly Johnson claims to have a modification which will preclude a failure in an open position. He is being instructed to incorporate this feature in all aircraft prior to next flight.

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Deputy for Technology
(Special Activities)